

## APPEAL TO WASHINGTON FOR A DEEPER HARBOR

Experience of the Liner Mongolia in Grounding  
on a Mud-Bank the Basis of a Report to  
be Forwarded to Authorities.

The experience of the Pacific Mail liner Mongolia in grounding on a mud-bank on entering the port last week on arrival from Yokohama, will be the basis of an earnest appeal to Washington for Federal aid in deepening the harbor so that vessels of the Mongolia class may enter and depart without difficulty.

The appeal will be made to the members of the Senate and House Committees on Harbors, to the Secretary of War, whose interest in a deep harbor is based on the frequent visits of transports, to the Secretary of the Navy, because Uncle Sam's biggest warships are now occasionally entering the harbor and mooring alongside the naval docks, and to the president himself.

When the Mongolia entered the port on Friday the intention of her commander was to swing the big vessel around and go stern first into the Naval slip. Hardly had this maneuver begun than the Mongolia went on a hump of mud and it became impossible to carry out the plan. The vessel was therefore swung back and after considerable stirring up of mud the liner was brought alongside the dock bow first.

This incident has been incorporated in a report on the matter by the firm of H. Hackfeld & Co., agents for the Pacific Mail Steamship Company, to Acting Governor Atkinson. The matter will be duly presented to the powers that be in Washington.

It is believed that co-operation on the part of the army and navy will be secured in asking for a deep harbor. As the new docks which the Territory intends to build at the foot of Alakea street will not be finished for about a year the federal government has time to consider the matter and make the necessary appropriation.

## WHAT OUGHT TO BE DONE TO HELP OUT HONOLULU

(Continued from page 1.)

Why be satisfied with anything less than the best that may be available?

### QUESTION OF FREIGHT.

It seems to your Committee that the first thing to be undertaken is to endeavor to secure guarantees for return freights to San Francisco, the matter of incoming freights presenting less difficulty. It is here represented that the only reliable source from which such return freights could be guaranteed is through the Planters' Association, and it is submitted that what would be required, say 2000 tons per month, would be such a small proportion of the whole (a little over 5 per cent.) of the annual crop, that it could not seriously discommode them, and it would be of invaluable assistance to the object we have in view. It is well understood that new negotiations are now in progress for the handling of the sugar crop, and that these new arrangements contemplate shipment of a larger proportion of the crop to the Pacific Coast than hitherto. Such appropriation of freight could be divided pro rata among the several agencies, and would not be felt by them. In view of the amount of benefit that must ultimately accrue adverse arrangements can only be trivial.

It is therefore proposed for your consideration that proper and immediate representations be made and presented in writing through a special committee of the Association, asking the aid of the Planters' Association, as above indicated, and thus to put them on record as to

whether or no the merchants may rely on their cooperation to this slight extent. There have been many occasions when the support of those not immediately interested in the sugar industry has been of both direct and indirect service to the plantations, and, although such support may be claimed to have been given from a standpoint of self-interest, it is submitted that the introduction of tourists and others who may become investors is of no less importance to the planter than to the merchant, and there can be no sound argument that the former will not reap his share of benefit.

If such outgoing cargo cannot be obtained, it seems hopeless to attain our object for the present in a community crippled by overinvestment, impoverished by the drain of the Federal Government, and having the additional disadvantage of being divided against itself on this and similar questions that involve reciprocal and palpable benefits to all.

### HELP FROM SAN FRANCISCO.

It is also the opinion of your Committee that a definite proposition should be made by this Association to the San Francisco Promotion Committee through the medium of the Merchants' Association of San Francisco, pointing out to them the desirability of working in conjunction with Hawaii, they to consider the latter as a desirable and necessary ultimate terminus for those tourists who do not desire to make an Oriental trip. It is well known to us, as well as to our

San Francisco friends, that the great bulk of tourist travel goes to Southern California and Florida. We are also aware that San Francisco, as well as Seattle and other northern cities, are and have been for some time endeavoring to secure a proportion of this trade. It should be pointed out to them that San Francisco is not sufficiently tropical to satisfy those whose health or pleasure prompts them to seek either a warm, equable climate, or something novel that cannot be obtained on the mainland. Hawaii can furnish both of these requirements. Furthermore, it should be pointed out to San Francisco that in extending their itineraries to include Hawaii, they will in most instances shut out Southern California, and that by devoting a portion of their efforts to the support of this Territory on the tourist question, and thereby diverting the travel via San Francisco to Honolulu, they will necessarily, in the absence of direct steamer communication between Honolulu and San Pedro, receive the benefit of being the point of advent and exit for the great majority of tourists traveling to and from Hawaii.

It should be also demonstrated that San Francisco as a terminus does not and will not satisfy the average tourist. He has great inducements offered to extend his trip South, in which case he can readily return eastward over the Santa Fe Line without revisiting San Francisco. Hawaii is ready to cooperate with San Francisco, but there must ultimately be reciprocity in this as in all other business propositions. So far as the tourist proposition is concerned, San Francisco and Los Angeles can never work on a basis of reciprocity; each is, and will be, endeavoring to divert trade, particularly tourist trade, from the other, and as Los Angeles is a far nearer approach to a tropical climate than its northern competitor, it would seem that it should be only natural that San Francisco should prefer to work in conjunction with Hawaii, which must prove an adjunct rather than a competitor.

### A LOS ANGELES POSSIBILITY.

A strong feeling is developing here, that, failing San Francisco, we should endeavor to negotiate with Los Angeles. Your Committee, recognizing certain advantages that might accrue from the fact that the latter city is identified as the Mecca of the tourist on the Pacific Coast, feels that our natural ally for the reasons above stated should, nevertheless, be San Francisco, and the suggestion is made that this Association should first endeavor to secure support from the latter city, to the end of invoking their influence and efforts to assist us in securing lower passenger rates and first-class service between San Francisco and Honolulu. As an argument, the volume of business we are doing with San Francisco as against other ports, can be shown up very strongly as an especial reason why they should act in this case conjointly with us, in order to prevent our seeking other markets whether for supply or outlet. It is assumed by your Committee that sugar will not always be the only important commodity exported from Hawaii, and that new industries must of necessity develop within the next few years. If San Francisco will work with us there is no reason why that city should not continue to hold as large a proportion of our business as heretofore. If it declines to do so there is no reason why we should not negotiate with any other available market affording reciprocal advantages.

It may further be suggested that the cooperation of San Francisco through the medium of its commercial organizations, having as a result the establishing of transportation rates sufficiently reasonable to induce increased travel to Hawaii, will do more to insure a progressive volume of our present business with that city than could be accomplished by any other method. Immediate benefit will accrue to its merchants, for the reason that our requirements for supplies must increase proportionately as our population increases, whether transient or permanent. Your Committee therefore favors and recommends a direct negotiation with San Francisco on the above subject before seeking other alliance; but it should be done promptly, and if satisfactory replies are not forthcoming, we shall then feel at liberty to address the next best available field.

### RECOMMENDATIONS.

Your Committee recommends, first, that representation be made to the Oceanic Steamship Company, pointing out the comparative discrepancies in cost of travel between Honolulu and other ports in the Pacific by their vessels, asking that in view of past support afforded by this community it is entitled to as low rates as are provided for Tahiti, which would be on the basis of a \$50.00 rate for a single trip between San Francisco and Honolulu, or \$90.00 for a round trip, and requesting that an immediate answer be given, as other plans are in contemplation by this Association. Furthermore, that sufficient accommodation should also be guaranteed by the Oceanic Steamship Company for transportation of all intending passengers from this port. Should the Oceanic Steamship Company meet these conditions, the Association in response to pledge its influence in behalf of the Oceanic Steamship Company, so far as it can control travel and freight during an agreed period.

Second. In the event of a refusal or equivocal answer from the Oceanic Steamship Company, an appeal be made to the Planters' Association, on the lines above indicated, presenting, if necessary, the arguments herein obtained, and endeavor made to attain their support and acquiescence.

Third. Failing this, appeal to the electorate of this Territory through either the Republican or Democratic convention, or both, for support to a subsidy to be disbursed on the recommendation of the Directorate of this Association, subject to the approval of the Governor, such appeal to be signed by every member of this Association.

Fourth. As auxiliary to proposal No. 1, communicate with the San Francisco Merchants' Association on the lines above indicated.

Fifth. Communicate with the Los Angeles Mercantile representative bodies as the next available field.

Sixth. If still unsuccessful endeavor to divert wharfage tax to the uses of this Association, and pay same to any steamship company that will render us the service we require.

Seventh. If all these measures fail, endeavor to incorporate a local company

that will ultimately be strong enough to charter, or purchase its own vessel, to be absolutely under local control, soliciting the subscription of every merchant having incoming freight, and if practicable extending the operations of such corporation to the development of fruit raising, or any other agricultural industry that will supply outgoing cargo.

Respectfully submitted,

Signed: GEO. W. SMITH,  
ROBT. CATTON,  
E. A. McINERNEY,  
W. W. HARRIS,  
JAMES WAKEFIELD,  
JNO. H. SOPER,  
J. G. ROTHWELL.

### MAIL SUBSIDIES.

Since writing the above, your Committee has made inquiries into the subsidies paid by the United States Government for the carriage of mails by American steamers on trans-Pacific runs and finds as follows:

The total amount of mail subsidies paid by the United States Government for this service in 1903 was \$431,251.26. These payments are made to the different transportation companies concerned when running to foreign ports, such as Oriental points or to the Australian Colonies, on the basis of \$4.00 per mile traveled on the outward trip for steamers of the first-class and \$2.00 per mile traveled on the outward trip for steamers of the second-class. The second-class is limited to steamers of not less than 5000 tons gross measurement. The Oceanic steamers running to the Colonies are rated as being 6200 tons, and would, therefore, come under the second-class. The distance to Sydney from San Francisco is 7210 miles. At \$2.00 per trip per mile this would be a subsidy amounting to \$14,420 per trip, and seventeen trips made by these steamers per annum gives a total subsidy paid to them by the United States Government for mail service, and also in consideration of their being subject to requisition by the Government in time of war, and being, therefore, constructed under certain prescribed rules, would amount to \$245,140 for the services performed by the steamers Sierra, Sonoma and Ventura. In addition to this, the steamship Alameda is paid \$15,000 per annum as a special contract, and there is a further subsidy of \$7000 per annum for the run from Samoa to San Francisco as a direct subsidy. This makes a total amount paid to the Oceanic Steamship Company of \$267,140 under United States laws, and including additional contracts for domestic service. These statements are compiled from postal reports, and your Committee believes them to be correct. The point is here made that the argument of subsidy on the Tahiti run, where the discrepancy in rates of travel in favor of Tahiti as against Honolulu amounting to \$4.25 per day per passenger, cannot be reasonably supported on the ground of subsidy.

### MR. CATTON'S ADDENDA.

While endorsing this report and feeling hopeful that something may be done, in the direction suggested, with the plantation agencies, I am of the opinion that the Association should adopt the policy of endeavoring to have the United States Navigation Laws relaxed so as to admit of vessels under any flag carrying passengers and freight to any port, from Honolulu and Hawaiian ports generally. Our only safety is in unrestricted competition. Even if we had an independent steamer, "a steamer of our own," what is to prevent the present monopoly from reducing rates to run her out? It is human nature to ship or travel by the cheapest line, other things in the matter of accommodation, etc., being equal.

Relaxing the United States Navigation Laws looks, at present, a hopeless task, I know, but many undertakings just as hopeless have been put through. I think it is our duty as self-appointed guardians of Honolulu commerce to tackle it. We who have been here since the "seventies," see the great commercial progress that has been made and can realize, to some extent, where that progress will reach to in other thirty years if communication with the rest of the world, which is the breath of our life, be unrestricted. If present restrictions continue, that breath is likely to be doled out in quantities to suit the interest of some shipping trust.

ROB. CATTON.

## M'DUFFIE CAUGHT THE THIRD MAN

Y. Hong, Larkins and J. Borges were up before Judge Lindsay yesterday charged with larceny in the second degree. They are another of Detective McDuffie's round-ups. The first two men were caught Monday but Borges was apprehended as he was about to leave his house yesterday morning. He confessed that he was connected with the Kalihi store robbery when \$3 and some groceries and tobacco were taken and that he was also in the robbery of a Japanese shop on Pacific Heights and the hold-up of a Chinese on Nuuanu avenue whose thirty-five cents were returned but he strenuously claimed that he stood guard at the Kalihi store while the others entered. Hong, however, claims the distinction of being the outside guard. The case of the three was continued until this morning. They will probably have to face a charge of burglary in the first degree.

Matsumoto, a Japanese, paid \$3 and costs for having che fa tickets and one whose only appellation was "Jack" paid the same for being drunk. Julio Silva was assessed \$5 and costs for assault and battery on one Lemus.

The forty Chinese who were arrested by Officer Apana Tuesday night charged with gambling came up but the cases were continued until tomorrow. One forfeited his \$10 bail.

The thirteen gamblers taken in by Lieutenant Mossman at the Palm Billiard Saloon all forfeited their \$15 bail. The case of Young Chew Kiam, charged with embezzlement, went over until today.

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